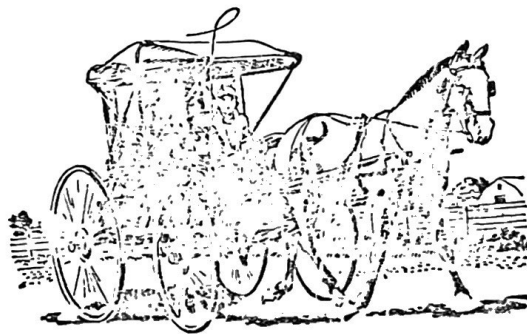


EARLY TIMES IN
FOREST HILLS DISTRICT

Early Times
In
Forest Hills School District

(Cambria County, Pennsylvania)



Forest Hills School District

Sidman, Pennsylvania

EARLY TIMES
IN
FOREST HILLS SCHOOL DISTRICT
(Cambria County, Pennsylvania)

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OUR DISTRICT LONG AGO

"Why so glum?" asked Grandpa Costlow as he watched Joan and Gene sitting on the back steps holding their chins in their hands. "Did you lose your best friend?"

"No, Grandpa" replied Gene. "We're just trying to think of some good reason why this district and Cambria County could be important in History. Our teacher was telling us today that Pennsylvania is a very important state and has been ever since our country began."

"Maybe Philadelphia, Pittsburgh and Gettysburg are, but I just can't think of anyone ever studying about the Forest Hills Area or Cambria County in school," chimed in Joan.

"Well now, Cambria County is important and so are Adams Township, Croyle Township, Summerhill Township, Summerhill Borough, South Fork, and Wilmore; and all the other townships and town in this part of the state," said Grandpa. "I guess we'll just have to begin finding out why. Come on out to the barn and help me feed the animals and I'll try to tell you some of the things I know about our community."

Joan and Gene followed their grandfather to the barn and the three were soon busy throwing down hay for the cows to eat, and putting straw on the floor for their bed. When the work was finished, they climbed to the hay loft and looked out through the open door toward Forest Hills Senior High School.

Grandpa pointed toward the west where an opening between the mountains could be seen. "A long time ago," he said, "this valley was covered with trees and bushes. Several creeks flowed through it toward 'The Gap' above Johnstown. Deer, rabbits, bears, and many other animals roamed through the forest. Wild turkey, grouse, passenger pigeons and other game birds nested in the trees, bushes, and tall grass. Trout and other fresh water fish

grew fat in the streams. Indians came through our part of the land over well-established trails to hunt and fish. One of these trails called the Conemaugh Trail led over the mountains from Bedford somewhere between Dunlo and Beaverdale; followed the South Fork Creek on to Johnstown and the Conemaugh River Valley.

"The Indians, however, did not have many villages in this section of the state. One large Indian village is believed to have been located near the spot where the Point Stadium now is in Johnstown. The Conemaugh clan of the Delaware Indians had several small villages along the Stonycreek River. The town of Conemaugh got its name from these Indians. The Shawnee Indians had a village near what is now Westmont. Their chief was called Okewalah. He was said to have been very fierce and war-like."

"How do you know these things, Grandpa?" questioned Gene.

"Well, there are several ways we know what happened long ago. First, arrow heads, tomahawks and Indian pottery have been found in this part of the country. Then some of the early pioneers who traveled through here wrote letters to friends in Europe, or wrote about their travels in a diary that has been kept for a remembrance. We also have the stories of the Indians themselves as they were told and retold around their campfires. We are still finding out about our early history from old letters, books and other things that turn up in people's attics and old trunks."

"In fact, continued Grandpa, I seem to remember that there is a place called 'Indian Knob' near Eureka #42, above Frank Percosky's home, where Indian arrowheads and spears were found. There is also a story told about an Indian known as Kicky Huston who lived in a wigwam on Kicky's Ridge between Elton and Krayn. He was a very successful hunter and often supplied meat to the white settlers at Fort Bedfore."

"Other places where we are sure that Indians lived in our part of Pennsylvania are in Somerset County and along the Juniata River near Huntingdon. On a farm near Holsopple is the remains of an entire Indian Village. It was discovered several years ago when a farmer was plowing his field. In a cave along the Juniata River near Huntingdon the skeletons of an Indian family and some of their household furnishings have been found."

"Penn State students and their professors discovered them and these relics are thought to be 1000 years old." This site will soon be flooded by a dam on the Juniata River.

"Some of the stories the Indians told explain how tribes of Indians from west of the Mississippi moved east across the plains into the mountains and valleys of Pennsylvania. Some natural disaster such as a drought, had taken away their food supply. They started out to find a new one. As they continued toward the east, they met other tribes looking for food in the forests. Sometimes great battles took place. At other times Indian tribes joined together for their own protection, or to help each other in their search for food."

"About this time there lived in Western Pennsylvania a tribe of Indians called the Allegewi. When they saw the large groups of Lenni-Lenape and Mengew Indians moving into their forest lands from the west, they tried to stop them. A great battle took place in which the Allegewi were defeated and fled toward the west. The invaders (Lenni-Lenape and Mengew) divided the captured territory between them. The Lenni-Lenape went east and the Mengwe moved north."

"Grandpa," said Joan, "I never heard of Lenni-Lenaps or Mengwe Indians. You said that the Conemaugh Indians lived in our part of the country. I am all mixed up."

"One of my Boy's Life Magazines mentioned the Iroquois Indians, and an old story book mentions the Delaware Indians. I have never seen anything about the tribes you told about. They must have been very small tribes,"

commented Gene.

Grandpa chuckled. "I just tried to see if you were listening. The Mengwe tribe united with other tribes in New York and Pennsylvania to form the Iroquois Indians, sometimes called the Six Nations. They were considered the strongest and most feared group in the eastern part of North America. The Lenni-Lenape moved east to the land around the Delaware River, where they settled and became one of the most peace-loving groups of Indians. These were the Indians that lived near the place that William Penn selected as the spot to build the City of Philadelphia. They became known as the Delaware tribes because of living near the Delaware River."

"I still don't understand why the Indians didn't settle here," said Joan.

"No one really knows the answer to that question," replied Mr. Costlow.

"It seems likely that the steep mountains, the dense forests, and very cold winters with much snow had something to do with it. Such a place is not a very good location for a village. Another reason seems to be that the Indians, by common consent or treaty, kept this mountain region as a common hunting ground. Any Indian from any tribe was free to hunt and fish here to supply himself and his people with food. In this way the animals were left alone to grow and increase in number far from humans, except during the hunting season."

"Grandpa, how did the Indians cook their food? Did they have iron or clay pots? What kind of houses did they live in?" asked Joan.

"I'd like to know what kind of boats they had and if they used horses", said Gene.

"Some of the names of our towns and other places come from Indian words, like Erie and Shawnee and Ohio and Juiata and---."

"Wait a minute!" said Grandpa Costlow. "I can't remember the answers to all your questions, and by the looks of the sun in the west, we'll have to answer some questions that Grandma will ask, about being late for supper!"

I'll tell you what, though; after we eat, you make a list of the things you would like to know about the Indians. I believe we'll be able to find the answers to your questions in the books we have at the house. I'm sure your teacher will be glad to help you find the others in the books on your library shelf at school. You know, children, your best friends are good books."

Later that evening just before going to bed, Gene began to laugh.

"Grandpa, you said you would tell us some of the reasons why Forest Hills Area and Cambria County are important in history. All you did was tell us Indian stories."

"Well," said Grandpa, "I had to start at the beginning. I'll tell you more tomorrow. Now off to bed with you! Good night!"

"Good night, Grandpa. I hope the rest of the story is just as interesting," said Joan, as she followed her brother upstairs where Grandma was waiting to tuck them into bed.

STUDY QUESTIONS CHAPTER I

1. What was our part of America like 500 years ago?
2. Who lived in Pennsylvania at that time?
3. What animals and birds were found in the forests near our home? Are any of them still to be found near here?
4. Why did the Indians come to our neighborhood?
5. Where were the Indian villages in Cambria county located?
6. In what other places are we certain that Indians lived?
7. How do we know these things?
8. Where did the Indians who lived in Pennsylvania originally come from? How do we know?
9. Who were the Lenni-Lenape? Allegewi? The Iroquois? (Use the book "Indians of Pennsylvania" to find out.)
10. What Indian tribe was the most feared? The most peaceful?
11. What six Indian tribes made up the Iroquois nation?
12. Why do you think that there were so few Indian villages in Cambria County?
13. Use the book Indians of Pennsylvania or Your Pennsylvania to find the difference between a clan, a tribe and an Indian nation.
14. Give several Indian words or names that we see or hear used frequently.
15. Find the meaning of these words in a dictionary if you can or have someone help you find them:

1. neighborhood

2. district

3. pottery

4. glum

5. a gap

6. diary

7. drought

8. invader

9. territory

10. treaty

11. community

12. disaster

CHAPTER I

Things to Do (Helps)

1. Make a list of questions you would like to have answered about the Indians. Try to find the answers in the books on the library shelf. Discuss them in class.
2. Find and display pictures of the animals and birds which lived here. Be sure you can tell their names.
3. Make drawings about the ways the Indians lived.
4. Set up a sand table of an Eastern Woodlands Indian Village.
5. Answer the study questions.
6. Keep the answers and other information in a notebook.
7. Use Indian Map to find what the Indians used our section of Pennsylvania for.

THE BEGINNINGS OF FOREST HILLS AREA

The next day the Costlow twins could hardly wait for school to be out. Several times that day their teacher had to bring their thoughts back to their school work. The only class in which they were really interested was history.

"Grandpa! Grandpa! Don't forget you promised to tell us more about why Forest Hills Area and Cambria County are important," they called, as they ran into the yard around the house.

"Take it easy," said Mr. Costlow. "Change your clothes and come out to the shed and help stack the potatoes. Then I'll have more time to talk."

The twins hurried into the house, changed into dungarees and old shoes, and then went out to a large shed near the barn, where hundreds of bushels of potatoes were waiting to be put into sacks and stacked in neat piles. Many more bushels were still in the field to be gathered and sacked later.

Mr. Costlow and the children worked quietly for a short time. Then Gene said, "At school today I was telling Larry Brown about the Indians having their hunting grounds around here. He said that he didn't believe it. He thinks white people have always lived here. When did the first white people arrive in our section?"

"As well as I can remember from the stories I have read and been told, it is believed that George Washington and General Braddock marched their army through Northern Somerset County, on the way to fight the French during the French and Indian War. We know that the Shawnee Indians at Westmont were helping the French. So it is quite possible that some of Washington's scouts visited our area. In fact, I remember being told a story by an old peddler when I was a small boy; that George Washington and his friend, Christopher Gist, had followed the old Conemaugh Trail to what is now the South Fork and then on to Pittsburgh by way of the river. However, I have never found proof of this story."

"Isn't that what you call a legend?" asked Joan. "A story that could be true, but for which you have no proof is a legend, isn't it?"

"Yes, Joan," replied her grandfather. "You will find many, many legends about our country. Sometimes these are later proven to be correct and sometimes they are proven false. However, there are still many legends to be told."

"Do we know for sure who the first settlers in Adams Township were, Grandpa?" asked Gene.

"What about the first settlers in Summerhill, South Fork and the other parts of the district? Do we know who they were? Do we Grandpa?" Joan inquired.

"No, but we do know that in the early 1770's a family named Adams purchased a large part of what is now southern Cambria County from the heirs of William Penn. We also know that somewhere in the neighborhood of Richland and Adams Townships, they cleared a bit of land and built themselves a cabin. Now at that time the Indians were on the warpath against the white settlers who were cutting down their forest and chasing away the game which was the Indians' food supply. Solomon Adams, his brother, Samuel, and their sister, Rachael, started toward Fort Bedford to escape from the Indians. However, they were ambushed on the way by an Indian. In the fight which followed, both Samuel and the Indian were killed and Rachael was so gravely wounded that she died later. They were buried side by side near what is known as Cole's Crossroads in Richland Township."

"What happened to Solomon?" questioned Joan.

"I'm not certain," said Grandpa, "but I believe he escaped and came back to this part of the county later."

"But what has all this to do with Adams Township?" asked Gene.

"Well, you see, about one hundred years after the fight between Samuel Adams and the Indian, Adams Township was created from Richland Township, and the people thought it would be nice to name it for these early pioneers. Other places in this district were also named for the members of the Adams family. Rachael Run, the small stream that flows toward the Beaver Dam between Dunlo and Beaverdale, is thought to be the path that Rachael Hill was also named for Rachael Adams. The Solomon Run and Solomon Run Road were named for Solomon Adams."

"The new school you can see from the Elton Road is called the Rachael Hill School. Was that named for Rachael Adams, too?" asked Gene excitedly.

"Yes," said Grandpa Costlow. "I see you are beginning to get the idea of how places get their names."

"Grandpa, 100 years after the fight would be about 1870, wouldn't it?" Joan questioned. "That isn't even 100 years ago. I thought Pennsylvania was an old state." "It is," said Grandpa. "But you see, everything doesn't happen at one time, even though sometimes we think only a short time takes place between events. Let's see, in 1492 Columbus discovered America. Now almost 200 years went by before William Penn was given land in the New World by the King of England. This was in 1682 when our state, Pennsylvania, was started. Up until 1760 Pennsylvania only extended as far as the Alleghany Mountains. However, in 1768, representatives of William Penn's family made a treaty with the Iroquois Indians at Fort Stanwix, New York, that made it possible for people to settle west of the mountains and have the protection of the English soldiers."

"About two years later the Adams family was making their pioneer home near here. By 1805 enough people lived in this part of the state for Cambria

County to be created, and just 66 years later, in 1870, Adams Township was divided from Richland Township. So you see, youngsters, it has been a long time from 1492 to the present."

"Grandpa, there is something I don't understand," said Joan. "Why do we say we live in Dunlo, Elton, or St. Michael, in Adams Township; or Beaverdale, in Summerhill Township?"

"Let's wait till we get to the house and I'll get out the maps. Maybe we can discover something there. Say, I smell fried chicken. I'll race you home for supper. Come on!"

Who do you think won the race?

A COUNTRY, A STATE, A COUNTY, A TOWNSHIP

After supper was over, Mr. Costlow got out the Atlas and spread the map of the world on the table. "You see, children," he said, pointing to the map of North America, "in 1492 no one on earth except the Indians knew anything about this great continent of ours. When the Spanish found out about this new land, they decided to make settlements here. The French and the English heard about these settlements and decided to try and get their share of the New World, too.

One of the places where the English made a settlement was the land that is now Pennsylvania. This land was given to William Penn in payment for a debt the English King owed to William Penn's father.

Later Pennsylvania and twelve other English colonies became the United States of America. Of course it did not look the same on the map then as it does now, but it was the beginning of our great country."

"Grandpa, what is the difference between a country and a state?" asked Joan.

"In our own country," Mr. Costlow explained, "thirteen different groups of towns decided to join together for a common cause, to get their freedom from England. Now each of these small groups of settlements had some particular way in which they were alike. For instance, those in Pennsylvania had all been started on land given to the settlers by William Penn. They were protected by his laws and were mostly interested in farming. Most of the towns in Massachusetts were along the coast and the people were interested in fishing, trade, or manufacturing. In the far South the people in Georgia had been in prison in England for not paying their debts. This gave them something in common. Each of these groups of settlements was called a colony while they belonged to England.

When they decided to join together as an independent country, each colony became known as a state. All the states joined together under one government would be called a country or nation."

"Oh, I see," said Gene, "then a state is a part of a country where people are very much alike. When more towns that have the same kinds of work and people who are much alike are started in new parts of the country, they can ask to become states, too. Is that right, Grandpa?"

"Partly so," replied Grandpa. "There are some other rules they must follow too, but you have the general idea. Now, Joanie, do you think you could tell me how counties are formed?"

"I think so," replied Joan slowly, "When a part of a state gets so many people that it is hard to see that everyone obeys the laws; or if a number of small towns having many things in common are close together, they can ask to become a county. Is that right?"

"That's right," said Grandpa. "However, like asking to become a state, there are other things necessary. You will learn more about this as you study more history."

"How was Cambria County formed?" asked Grandma Costlow. "I seem to have forgotten. Didn't they take parts of two other counties and combine them to make a new county?"

Grandpa got up from his chair, went to a bookcase, and came back with a book on the history of Pennsylvania. He leafed through the index and found the page he wanted. He read silently for a few minutes. Then he said: "It states here that on March 26, 1804, Cambria County was created by an Act of Assembly in Harrisburg. Part of Huntingdon County was united with the northern part of Somerset County and a small corner of Bedford County to form the new County. Its total population at that time was about 50 families."

The largest single group was a Welsh settlement at what is now Ebensburg. These people often called the section of Europe from which they came by the name of Cambria. So someone decided this would make a good name for the new county.

"Townships come next, don't they, Grandpa?" asked Gene.

"Yes, they are parts of a county divided according to rules given by the Assembly. Sometimes they have small towns located within their boundaries such as Adams Township and Summerhill Township do. Sometimes they are scattered farms or groups of two or three houses, like Croyle Township, our next door neighbor."

"Grandpa, asked Gene, 'what's an Assembly? You used that word twice."

"An Assembly," said Grandpa, "is a group of men who meet in the state capital city, making the laws for a state. It is sometimes called the Legislature."

"Talking about townships brings us back to the question we asked this afternoon," said Joan. "Why isn't Wilmore or South Fork or Beaverdale in a township when Dunlo and St. Michael are?"

"Beaverdale is in a township, named Summerhill Township," stated Mr. Costlow. "However, Wilmore and South Fork and Summerhill became so large in population, that is, so many people came there to live, that they needed special rules and special services like police and roads and so on. They asked the state legislature to permit them to make their own rules for many things. This was done and they became known as boroughs."

Dunlo, Elton, Salix, St. Michael, Eureka #42 and Beaverdale are all too small to need these special things, so the road supervisors of our township, together with our school board, make our rules and laws for us. Of course, we also have county and state and national laws to obey, but so do the towns and cities."

"Are there any special words to use when you are talking of towns of different sizes?" asked Gene. "In our social studies book today, it mentioned a hamlet and a village. I know Johnstown is a city and New York is sometimes called a metropolis. What makes the difference?"

Grandpa thought a minute, scratched his head and grinned. "I know what some of them are," he said, "but I cannot explain them very well. Bring the big dictionary and we will see what we can find."

"Here's a piece of paper and a pencil," said Grandma. "I think we should make a list of the names and the differences between them. Joanie, write them down. You may want to take them to school tomorrow."

Joan wrote the following words on the paper, being careful to let enough space between them to write the meanings: community, hamlet, village, town, city, metropolis.

"I'll find the first one," said Gene, as he looked near the beginning of the dictionary. He found the word community. "It says here that a community is a group of any size, living, working, and playing together; having the same laws to govern them. I guess that means that St. Michael and Dunlo are communities."

"So are Krayn and Seesetown," said Grandma.

"And Palestine and Ragers Corner would be communities, too," added Joan.

"Yes," commented Grandpa. "Any place where people live near each other is a community."

"It's my turn now," said Joan, taking the book. "Let's see. The next word is village. I'll find it near the back of the book. Here it is: 'A village is a number of houses grouped together. There are usually enough people living there to have a store, a church and a school to care for their needs.' Then Dunlo, St. Michael, Salix and Elton must be villages. Are they, Grandpa?"

"Yes," Mr. Costlow replied, "and now I have found the word hamlet."

See if any communities in Forest Hills Area could be called hamlets. The dictionary says, 'a hamlet is a small group of houses clustered together not large enough to be called a village'."

"I know! I know!" shouted Gene and Joan in one voice. "Seesetown, Krayn, Palestine, and Ruthford are hamlets."

"Right again," said Grandpa. "It's your turn now, Grandma."

"Well, I guess town comes next. Let's see -- the definition I find for town is, 'A much larger group of homes, churches, schools and stores than is found in a village. Laws and special services are needed for each of these communities. They have special written laws to govern them' I don't believe Adams Township has any towns in it. Do you?"

"Grandpa, we have two more words -- city and metropolis -- that's one for Gene and one for me," said Joan. "I'll take city. Hmm -- 'a city is a very important town, usually the center of trade for the surrounding farms and hamlets. It is governed by a mayor and council, or group of people who make the laws for the community'. That would be Johnstown, wouldn't it?"

"Yes," replied Grandpa. "Johnstown is Cambria County's only city."

After looking for quite a few minutes, Gene found the next word -- metropolis. He wrote on the paper, 'a metropolis is the largest and most important city in a section of the state or country'."

"Well," announced Grandma, "It's time for bed. We can finish our talk tomorrow. Put away the books and paper now."

I don't think we'll finish tomorrow, but I am really learning a lot about our district Grandpa, you'd make a good history teacher." said Joan, as she kissed her grandfather good-night and followed grandmother upstairs to bed.

THE SOUTH FORK DAM

Several days went by before the twins and Grandpa Costlow had another talk about local history. Then one Saturday morning Gene noticed a picture in the paper of the South Fork Dam site. Far up in the right hand corner was the Forest Hills Senior High School.

"Grandpa! Look! Our school's picture is in the paper!"

"So it is," said Grandpa, as he looked over Gene's shoulder. "I guess maybe that will help to explain one of the reasons for our area being important in history."

"Why Grandpa?"

"You see the piece of land in the picture? One time it was covered by a large reservoir, or lake of water. The lake had been formed by building an earthen dam across the South Fork branch of the Conemaugh River. This dam was placed just below where the village of St. Michael now stands. Of course there was no town there at that time. Many years later this dam broke and all the water that was behind it rushed down the valley and destroyed the City of Johnstown. The news of the flood was sent to all parts of the world. This happened in 1889 just nineteen years after Adams Township was formed."

"Grandpa was all the land that is now St. Michael covered by the water of the lake?" asked Joan.

"Most of it Joanie. Many of the houses that you see along the hill above the St. Michael mine were built at the time the lake was being used as a recreation area."

"Why was the dam built in the first place?" asked Gene.

Grandpa sat down on the steps to sharpen his hatchet and some knives before he answered Gene's question. "People had heard from traders about the rich farmlands in the Ohio Valley. They also heard of the rich natural resources, or things that nature had given the world, that could be found

in the western mountains and valleys." With the idea of becoming rich land owners or at least having a better life than they were then having, they started to the West in great numbers."

"They sold their homes and many of their personal belongings and started on their way. At first they traveled the rivers and streams of the East. However, when they reached the mountains the way became very hard."

"They could not use horses and wagons because the mountains were too steep and the trails too narrow. The men were forced to carry their packs on their own backs and travel on foot. Their food gave out. Quite often they were ambushed by Indians who either killed the travelers or took them captive."

"Now everyone knew it was easier to travel by water than by land. But up till this time no one could figure a way to the West except by crossing the mountains overland. East of the mountains some business men from Philadelphia had joined the Susquehanna and Juniata Rivers with smaller streams by means of canals. West of the mountains the Conemaugh, Kiskiminetas, Alleghany and Monongahela Rivers made excellent paths to the west."

"Pennsylvania lawmakers", continued Grandpa, "decided to help the people who were moving west. If they could find some way of building a road over the mountains the rivers of western Pennsylvania could be used the same as the ones in the eastern part were. However the water in the Conemaugh River was often too shallow in late summer for boats to be used on it. Some one suggested that a dam be built on one of the smaller streams, allowing water to be stored for use in the river during dry seasons."

"In 1824 the lawmakers selected a group of men known as the Canal Commission to plan the way over the mountains, find a location for the dam, and see that it was built. They selected the site you see in the picture and began to work."

"About five years later," continued Mr. Costlow, as he put away his hatchet and began to sharpen Grandpa's knives, "the Pennsylvania Railroad Company bought all the land and equipment owned by the Canal Commission. This included the big dam we have been talking about, and the lake that was known as the Western Reservoir. The Railroad Company had no use for the reservoir since they had stopped using the canal and river to transport passengers and freight. They did not keep the dam in repair."

"In 1862, after a man from Altoona by the name of Mr. Riley had bought the lake and dam, the dam broke slightly without causing much damage. For a number of years it remained in disrepair."

"However, about 1879 a group of rich men from Pittsburgh were looking for some place in the mountains where they could escape from the city heat in the summer time. They heard about the Western Reservoir and decided to look it over. After their inspection trip they bought the dam, the lake, and some of the land nearby. For several years they spent their time and money rebuilding the dam and building cottages, boat houses, and wharves on the Adams Township shore of the lake. They also built a large club house where their guests were entertained.

The men, who called themselves the South Fork Hunting and Fishing Club, settled down to enjoy their mountain summer homes. Many of these men were well known in Pennsylvania history. Some of the best known were Andrew Mellon, Andrew Carnegie, and H.C. Frick. These men were great fishermen and kept two large boats and many small ones on the lake for their own pleasure. Fish in its many forms was one of the main dishes on their menus."

"What caused the dam to break, Grandpa?" asked Gene. "It seems to have lasted quite a few years after it was repaired."

"There are many different ideas about why the dam didn't hold. Two things, however, are certain. When the dam burst the first time in 1862, Mr. Riley did not intend to have it rebuilt. He had the five large drainage pipes that had been placed in the base of the dam removed and sold them as

Scrap iron to one of the steel mills in Johnstown. When the Hunting and Fishing Club rebuilt and repaired the dam, they neglected to put drainage pipes in the base of the dam again, to let the water run out if the pressure became too great. There were other things in its construction that some people claim could have caused it to break.

Another, and probably the greatest cause of the dam giving way, was the heavy three-day downpour of rain in May of 1889. During the winter there had been an extra heavy snowfall in the mountains. When the spring thaws came, the ground was soon soaked with water and the creeks were full and overflowing. Much of the lowland along the streams had been turned into swamps. Then Mother Nature decided to send along three days of heavy rain. This was just more than the dam could hold. Since there was no way to let part of the water out through drainage pipes, the owners could do nothing but hope and pray that the dam would hold.

About 2:30 in the afternoon on May 31, 1889, the central part of the dam gave way and all the water behind it rushed down the valley, washing away everything in its path. It rushed through the lowlands at South Fork and following the natural openings through the mountains, rushed down upon the City of Johnstown."

"How much damage did it do, Grandpa?" asked Joan.

"The amount of damage can not be put into money," said Grandpa.

"The city was almost entirely destroyed. Homes, churches, stores, and factories were either swept away or so badly damaged as to require that they be rebuilt. Railroad tracks were covered with mud and stones. Engines were overturned. Hot steel and iron furnaces were cracked by the flood waters. Even fire got into the destruction. A huge pile of rubbish at the Old Stone Bridge down stream from the Point caught on fire. Many people were terribly burned by this second disaster."

"I believe you could say that the human suffering was the worst result of the flood. Many families were separated. Thousands of people died.

Thousands more were injured, some crippled for life."

"Two things remain in Johnstown as memorials to the people who suffered or lost their lives that day. In Grandview Cemetery in Westmont there is a plot of ground containing the graves of a thousand people who could not be identified. The other is the Memorial Hospital which was started with part of the money sent to the people of Johnstown by friends from other places."

"Grandpa, did people in other countries hear about the flood?" asked Gene, as he continued to look at the picture.

"Yes, the telegraph carried the story to all parts of the world.

Gifts of money, clothing, medicine and food were rushed in from all parts of the world. Doctors and nurses and the Red Cross gave freely of their time and skill to help the victims of the greatest disaster in our nation's history. Clara Barton, the founder of the American Red Cross, came herself and took charge of nursing the people who had been hurt. It was her idea to use part of the money donated to flood relief for the beginnings of the Memorial Hospital."

"We should never forget when we are asked to help other people in other parts of the world that at one time they helped us. The world would be a much better place if people of all countries remembered to help one another."

"Just think," said Joan softly. "All that suffering and ruin because a dam near St. Michael would not hold. Grandpa, that is one bit of the local history I am not proud of."

"Was there ever another flood in Johnstown?" asked Gene as Grandpa folded the paper and started toward the kitchen.

"Yes, Gene," replied Grandpa. "On St. Patrick's Day, March 17, 1936, after very heavy rains that melted the snow in the mountains, the streams over-flowed their banks and carried debris down the river causing the water to dam up at many places. This in turn caused a heavy flow of water into the city of Johnstown. This time much property damage took place, but not many people lost their lives. This flood even reached Pittsburgh, a hundred or

more miles down stream."

The U. S. Government sent in Army Engineers to see what could be done to keep such things from happening again. They built river walls, deepened the river's path and built flood control dams. So far they have been so successful that Johnstown is now called the Flood Free City.

"I hope it stays that way," said Gene as he ran off to help feed the chickens.

ALLEGHENY PORTAGE RAILROAD

"Grandpa" said Joan as the twins and their grandparents were resting quietly on the porch that evening; "how did the Canal Commission build a road over the mountains?"

"For some time," replied Grandpa, "people were satisfied with widening the trails and building inns or rest houses along the way. People traveled over these trails by stage coach, covered wagon and horseback. At either side of the mountains they would then use the canals to continue on their way. One of these roads was the Frankstown Road which went past the Junior High School, under the bridge at Lamb's Bridge and followed Route 53 on to Johnstown. However, several events made it necessary to find a better way of crossing the Alleghenies."

"First, people started to come to the United States in great numbers from other countries. They settled along the rivers and in the towns of the east. Before long all the good farm land was taken and jobs were hard to find. Some families, like the family of Daniel Boone, left Pennsylvania and moved south to Kentucky and Tennessee. Many others moved toward the west to see if they could better their lives. The trails and rivers were soon crowded with travelers."

"Early in the 1800's a group of men in New York State joined the port of New York City with Lake Erie, by means of a system of canals known as the Erie Canal. This water-way followed the Mohawk River Valley. Trade and travel with the west increased over this route and before long New York City was a greater seaport than Philadelphia."

"A third thing happened that made the Pennsylvania Legislature speed up the plan for finding a better way over the mountains. The federal government had built a road, called the National Road, between the Ohio River and Cumberland, Maryland. This was an easy way for travel between the east and west through the port city of Baltimore. If Philadelphia were to become a second place port, Pennsylvania would lose its place as the

Greatest state in the United States."

"In the spring of 1828 Mr. John Blair, the postmaster at Blair's Gap near Hollidaysburg, had an idea. He had visited England several years before and had seen heavily loaded wagons pulled along wooden rails with ease. Why couldn't this same idea be used for pulling loads up one side of a mountain and letting it down the other side? Stationary steam engines at the top could be used for power. On the level stretches between the mountains, horses could be used to pull the wagons or cars over the rails. Mr. Blair and several of his friends went to Harrisburg to talk to the Legislature and the Canal Commission."

Grandpa stopped talking for a minute to light his pipe.

"That was quite a hard job wasn't it Grandpa? To plan a railroad over the mountains I mean," said Gene.

"Yes, Gene. But the Canal Commission hired an excellent engineer, by the name of Robinson, to make the plans. He planned a series of ten planes and eleven levels to carry the railroad from Johnstown to Hollidaysburg."

"What's a plane?" asked Joan.

"A plane Joanie, was a roadway built at a slant up the side of a mountain. A very good example of the planes and how they worked is the Inclined Plane at Johnstown. However, the planes on the Portage Railroad were used to carry freight wagons and canal boats over the mountains. On the levels, horses were to be used to pull the heavy loads."

"It seems to me," said Grandma rising from her chair and going toward the door, "that there is a pamphlet in the bookcase that has a diagram of a plane and a map of the entire planes system in it. Let's see if we can find it."

The family went into the living room and Grandma got out a small pamphlet called "The Old Portage Railroad. 'Sure enough there were the pictures. Grandpa looked over the twins shoulders while Joan read from the page below the diagram:

"The railroad was 36 miles long and had ten planes, eleven levels, a tunnel, a skew arch bridge and a viaduct. It crossed the mountains at a height of 1,171 feet above the city of Johnstown.

"It took 3 years to build and for twenty years it joined East and West bringing wealth and prosperity to the state of Pennsylvania. Because of this railroad Johnstown became a city instead of staying a small town."

"There is something I don't understand," said Gene. "On one picture in the booklet we see horses pulling the boats along the canals. In the other we see a comical little engine pulling cars along the tracks. Why didn't they use horses on the tracks too?"

"They did at first, said Grandpa. After the invention of the steam engine and locomotive it was thought to be more economical to use the locomotive or engine was you call it. The first one to be used on the Portage Road was called "The Boston". It made 4 trips a day between plane #1 near Johnstown and plane #2 near Portage. (Route 53 follows the plane just outside of Portage.)"

Gene took the pamphlet from Joan and read silently for a few minutes. As he looked at another picture of a plane he exclaimed: "Look! Grandpa, look! Here is a boat that has been cut in two. It is being hauled up the plane. What happened? Had there been an accident?"

How Grandpa laughed! "No, Gene. The boat was built that way. It seems that at first boats came only to the foot of the mountains. The cargo and passengers were taken off the boats and loaded onto cars. These were hauled over the mountain to the foot on the other side. Here the freight and passengers were again placed in a boat to continue their journey on to Pittsburgh or Philadelphia."

"After watching the inconvenience of this operation for some time a man named John Dougherty invented a boat called a section boat. Two or more of these sections could be joined together for passage over the canal and then taken apart to make the trip over the mountains. This saved much

time and labor thus making it cheaper to ship goods over the Old Portage Railroad."

"Another invention that came about because of the use of the planes was the invention of wire rope. Up to this time rope made from hemp, a kind of grass, was used. However it wore out so fast that it was almost impossible to keep enough on hand. Mr. John Roebling an immigrant from Germany invented a rope made from thin wire. This was used in hauling heavy boats up the planes. From this invention the wire mills in Johnstown had their beginning.

"I can't understand," said Joan, "if this was such a good way of carrying things over the mountains why aren't they in use yet? How long did the Portage Railroad last, Grandpa?"

"About 20 years," Grandpa replied. "In 1854 a private company, the Pennsylvania Railroad Company, bought the entire Old Portage System from the state, and promptly discontinued the use of the planes and canals. Their engineers had planned a new way through the mountains that did not require the planes. However the Pennsylvania Railroad also had some famous engineering feats, the Horseshoe Curve near Altoona and 2 long tunnels through the mountains. This same route is still in use. If your father takes you home by way of the railroad you will see them."

"May we take these pamphlets to school Grandpa?" asked the twins, as Grandpa was gathering the papers to put them away. "I'm sure this will help the boys and girls in our class understand why the Forest Hills District is important in history."

"Yes, you may," said Grandpa. "I'm sure the boys and girls from South Fork and Wilmore as well as Summerhill will be interested too. You know the first level of the railroad went close to those towns. Route 53 follows the road in some places. Be careful though, that you don't lose them. There are very few of these pamphlets to be found."

"Thank you, Grandpa. We'll be careful."

Several days later the twins and their grandparents were busy picking apples from trees in the orchard. Baskets and boxes were near by for packing the fruit for sale or storage. The children worked quietly for a while. Then Gene stopped suddenly and looked out over the valley toward the villages of Sidman and St. Michael.

"Grandpa" he asked, "were there any of the villages and hamlets in this area at the time the dam and Portage Railroad were in use?"

"Not at the time the dam was started as far as I know," replied Grandpa.

"However there was a hamlet called Sidman's Mill along the eastern edge of the lake in 1880. This settlement has changed names several times since then. It is now known as Sidman. The village of Dunlo is first heard of in 1890. St. Michael did not begin until after the Berwind White Coal Company started the coal mine in the floor of the lake that had flooded Johnstown."

"What about other villages and hamlets, Grandpa?"

"Well, children some of them just grew. They were not really planned as villages and towns. A group of houses would be built in one place and given the name of the first family to live there. Sometimes they would be named after a person or place known to all.:

"I'd really like to know more about these little places," said Joan.

"They may be famous some day."

"When I'm president of the United States," teased Gene, "maybe people will come here to the farm and say, 'Here is where Gene Costlow and his sister picked apples when they were children.'"

"Don't be silly, Gene. Maybe you will be a great man someday. I could be a famous lady too. Isn't that so Grandpa?"

"Now children don't quarrel. It is entirely possible that either of you could be famous. But it isn't worth quarreling about now. We may be able to find out more about these settlements when we go to the Grange meeting tomorrow afternoon. Mr. Johnston the president of the group is quite

a collector of stories and pictures of local history."

The next afternoon the Costlow's went to a neighboring farm owned by Mr. Johnston. The people from the surrounding farms were having a late fall picnic and discussing ways of helping each other in the long winter months ahead.

"Mr. Johnston, I would like you to meet my grandchildren, Gene and Joan. They are spending several months with me while their father and mother are away on a business trip. They have become quite interested in our local history and thought perhaps you might let them see some of your pamphlets and clippings."

"I'll be glad to," said Mr. Johnston. Come up to the house after the meeting and I'll show you what I have. If you promise to be careful I may even let you take some of them home to read."

"Thank you very much, Mr. Johnston, we will be careful of anything you lend us," replied the twins.

That evening after the picnic supper, Mr. Johnston took the twins and Grandpa into the parlor of his old-fashioned house. The house had been one of the original houses in the neighborhood and still had the large open fireplace in the living room or parlor. On each side of the fireplace. Mr. Johnston had bookcases in which he kept his treasures.

"What would you like to know about first?" he asked, as he unlocked the bookcase and placed a small box of clippings on the table.

"I think I'd like to know about St. Michael and Sidman first," said Joan, "because Grandpa lives near there."

Then you'd better tell us about Dunlo next, because Grandpa said the last part of the word Dunlo came from the name Costlow. It seems Grandpa had relatives who lived there," said Gene.

"As your grandfather has probably told you," said Mr. Johnston, "the land on which St. Michael and Cresle now stand was once covered by a large man-made lake called the Western Reservoir."

For some years after the dam broke in 1889, there were few, if any people living in the beautiful cottages and homes that had been built along the lake. In the early 1900's a coal mining company from Somerset County, known as the Berwind-White Coal Company, dug a test hole in what had been the bed of the lake. They found good coal and decided to sink a shaft there. In 1907 or 1908 the Maryland Shaft Mine #1 was opened.

Houses in which the miners and their families would live were built in long rows near the mines. These houses were owned by the company until recently, when they were sold to the people who lived in them if they wished to buy them. One store, also owned by the company, gave the people a place in which to buy the things they needed. Two churches have been built to take care of the spiritual needs of the people. From the one, St Michael's Catholic Church, which was built in 1916, the village received its name. Mining coal and the other work connected with the mines and mining is the only reason for there being any settlement in this place at all.

Many of the early settlers in St. Michael came from the countries of Eastern Europe: Yugoslavia, Czechoslovakia, Austria, Rumania and Poland. These people left their native lands to make their homes here because they had heard of the good life that Americans had. The men got work and were soon living even better than they had hoped for."

"Did any of them become farmers?" asked Joan.

"Very few of them did," said Mr. Johnston. "Most of these people had worked in the mines or did ordinary laboring work before they came here. They did not know how to farm very well. Besides, the rocky soil and partly cut forest land made farming very difficult except in a few places. These are some of the reasons why most of the people found work and homes near the mine."

Joan had been looking at a clipping while Mr. Johnston had been talking. "It says on this clipping that the Maryland Shaft Mine #1 is the deepest bituminous coal mine in Pennsylvania. What is bituminous coal, Mr Johnston?"

"Bituminous coal is a name given to soft coal because it can be broken into small pieces and burns quickly. It is the kind of coal that is found everywhere in Western Pennsylvania. That clipping is not exactly correct now, Joan. The mine at St. Michael had been the deepest soft coal mine until the Berwind-White Company opened another mine near Wilmore. It is deeper than Maryland Shaft #1."

"Wilmore is still in Cambria County, isn't it?" asked Gene. "That should be important."

"Ha! ha! laughed Grandpa. "You are still looking for things to explain why Adams Township and Cambria County are important."

"Yes," replied Mr. Johnston, "that is important in the story of Cambria County and also to Adams Township, because many of the men who worked at the Wilmore Mine live in Adams Township. Both these mines are now closed."

"I guess you want to hear about Sidman next," said Mr. Johnston, as he looked through his papers. "Oh, here are some old letters written about a hundred years ago. I found them in the attic one time when we were working up there."

This one tells about three families who had settled near the southeast edge of the Western Reservoir. Their names were Miller, Sidman and Lovett. It seems that one of these families, the Sidmans, had built a grist mill. Farmers from great distances brought their grain here to be ground. They traveled on horseback over the old Indian trails, bringing several sacks of grain on the backs of pack horses. After the grain was ground, the farmer would give the miller a certain amount of grain or flour in payment for grinding the grain."

"The miller must have had a lot of grain. What did he do with it?" asked Joan.

"The miller would trade the grain or flour to someone who did some work for him or to someone who had something he needed. This made the grist mill the center of industry and trade in the hamlet at that time."

Because of its importance to the people, the little settlement was called Sidman's Mill."

"I found something," said Gene, as he picked up a newspaper clipping, yellowed with age. "It says here, 'The Pennsylvania Railroad is surveying a right of way from South Fork to Windber, bypassing the Western Reservoir and passing near the grist mill at Sidman's Mill. This railroad will be a wonderful thing for the lumber mills and farms in the nearby territory. It will also be a good thing for the people of Johnstown. New fresh products from the farms can be delivered daily to the food market in Johnstown by train. Farmers will be able to sell more, and will be able to buy more things as a result'."

"What is the date on that clipping?" asked Mr. Johnston.

"It has only 1887 at the top. The month and day have been cut off," replied Gene.

"Well, the road wasn't built in that year," said Mr. Johnston.

"After the Johnstown Flood, Pennsylvania Railroad's engineers decided that a right of way over the old lake bed would be easier and cheaper to build, so they tried to buy the land from the estates of the Millers, Sidmans, and Lovetts. The Millers and Sidmans sold their land but Mr. Lovett refused to sell. However, after quite a bit of talk, Mr. Lovett finally consented to deed the property to the railroad. However, he insisted that the station at Sidman's Mill be named for him. This was done and as long as there was a railroad station there, it was called Lovett.

After the railroad was completed, Sidman or Lovett became a small rail center. Branches of the railroad went out in three different directions. One branch went to Windber, one to Dunlo and one to Beaverdale. The station at Lovett was a very busy place. Passengers from different towns on the branches would stop there, waiting for the train to return and take them to where they wanted to go. Freight cars and coal cars from the mines would be made up into larger trains on the side tracks. Small hotels and rooming

houses were built to care for the needs of passengers who were stranded over night. The grist mill became busier than ever as farmers in the neighborhood raised more grain. More grain meant more animals and chickens could be raised. This meant more work for the mill preparing feed for winter feeding. With the coming of the railroad, Lovett became a prosperous little town.

"Why isn't it a big town now?" asked Joan.

"I think I can answer that," said Grandpa. "With the coming of the automobile and bus, good highways were made. People discovered that it took a shorter time to travel directly to Johnstown by auto or bus than to go the round about way of the railroad, changing trains at South Fork both going to and coming from Johnstown. Farmers, too, discovered they could get their produce to the city markets in better condition if they took them by car or small truck early in the morning. They also saved the cost of shipping it by freight. However, the sawmills and coal mines used the railroad for a long time."

"When did the last passenger train go to Dunlo and Beaverdale, Grandpa?" asked Gene.

"In late 1929 or early 1930, I'm not sure which," said Grandpa. "The last freight train went to Dunlo in 1960." Some coal freight still moves over the branch to Beaverdale. The Windber branch is still used for freight.

"You never hear the town called Lovett any more. Why is that?" questioned Mr. Johnston's small son, who was listening to the conversation.

"About the time the first passenger trains were rolling over the tracks to Windber, the United States Post Office Department decided to send the mail by railroad instead of Pony Express or Stage Coach. Since the train service to Lovett was so good and the town was growing steadily, the people applied for their own post office. This led to a lot of confusion. Letters for Loretto, a town near Cresson, were often miscent to Lovett."

Sometimes letters for Lovett were sent to Lovely, a little farming town in Bedford County. So to make delivering the mail easier and safer, the Post-Master General of the United States changed the name to Sidman and this it has remained ever since."

"There's one thing you have probably never guessed about Sidman, said Grandpa with a grin. It is divided between two townships--Adams and Croyle. Beaver Run Creek that joins the Little Conemaugh River in the center of town is the boundary line between the two townships as far as Lamb's Bridge."

"Golly that's a mixed up way to be! said Joan. Everyone had a hearty laugh at Joan's puzzled look.

Several days later the Costlow twins and their grandparents were visiting relatives in Dunlo. Everyone was sitting in the living room talking. Someone turned on the television and the twins sat down on the floor to watch the program. The film showed a pioneer town in the mountains with rough houses, board walks and sawmills in the forests near the town. Suddenly Grandpa Costlow stopped talking and watched the program for a few minutes.

"Do you know something? Dunlo began very much as that town on television. In its very earliest times it was nothing but several large farms and a sawmill or two."

"Come now, Grandpa, you don't mean that Dunlo was a pioneer town, do you?" said Gene in wonder.

"Oh, yes, I do!" said Grandpa. "Up to the time of the Johnstown Flood the land where Dunlo is today was nothing but a few farms and great expanses of forest land in which were a few sawmills. The forests were mostly hardwood trees with a few patches of hemlock here and there. The cities in the eastern part of our country were being built up rapidly and needed building materials for homes, stores, etc. There was also a great need for furniture. The oak, cherry, walnut and maple of these forests were just the kinds of lumber that was needed. So several lumber companies began cutting out the forests."

One company in particular, the Kuhns and Goodwin Lumber Company, probably did more to start the village of Dunlo than any other. They cut out enough logs to make roads back into the forest land. Then they set up several sawmills where the logs were cut into lumber. They used the same method to fell or cut down the trees that you saw used on the television program a little while ago--an axe and a crosscut saw. They used a stone boat to take the logs from the forest to the sawmill." Grandpa stopped talking long enough to light his pipe.

"What's a stone boat, Grandpa?" asked Joan.

"A stone boat is a large wooden sled without runners. It was usually pulled by oxen. Pioneers used it to get heavy loads from one place to another when it was not possible to use wagons. Constant pulling of the flat-bottomed stone boat over a certain piece of land smoothed it out until it became a smooth path that could be used as a road. Some of the roads near Dunlo were started that way."

"Was Kuhns and Goodwin the only lumber company to have sawmills near Dunlo?" questioned Gene.

"No, but it was the largest," replied Grandpa. "Another large company, Pearly and Crockett, had a mill along the Seesetown Road. Several farmers had small sawmills on their own farms. John Fox had one on his farm near Elton. Another mill was operated on the farm of Mr. Shank along the Beaverdale road, and in the Lloydell-Beaverdale area. There were others, but those are the ones I remember best."

"Wasn't the mill of Kuhns and Goodwin near the place where the Dunlo School has been built?" asked Grandma.

"It was a little farther up the road, near the Utzman Lumber Yard and Rexroth's Tavern. The stream at the base of the hill was used to float logs to the mill. They also built a dam there to make sure of their water supply.

"What did the early mills use for power to make the saws work?" asked Gene.

"At first the mills were always placed near a running stream or the spillway of a small dam. The saws were run by water power. A few years later when it was possible to bring heavy steam engines over the mountains, they were used to supply power. The scrap wood was used as fuel. Still later when people knew enough about electricity, electric power was used."

"Is that why the lumbering industry became so great in our district?" asked one of Gene's cousins. "Did the fact that Dunlo got their own electric

Power plant make it easier for them?"

"Partly, but the biggest thing in the success of the lumbering industry was the building of the railroad. This made it possible for the finished lumber to be moved quickly, easily and cheaply to markets great distances away."

"There's something that puzzles me," said Joan. "If the lumber camps were the beginning of the town, where were the women and children?"

"Oh!" said Grandpa, "The lumberjacks had their families with them. They built themselves little one-room shanties from the pieces of logs that were cut off as waste material, and lived in them. These people were much like the drifters we saw in the television story. They stayed only as long as there was one kind of work to be done, then they moved on to the next camp. However, a few of them built more permanent homes and stayed. Some of these better homes in Dunlo are still being used by the Roxby and Ambroe families. You can see them across from the Dunlo School. A hotel was also built for the use of the lumber men and other workers. This was known as the Smith Hotel."

As the forests were cut, some of the families became interested in farming and bought sections of land, cleared it and began to raise different crops. Food was raised and sold to people living in the little settlement. The horses and oxen at the mills needed hay. This could be raised by the farmers. Some of them raised beef cattle to be sold for meat. There were even some beef cattle from the area driven over the mountain to Bedford to be sold to people living there.

Several of the farmers, like Mr. Shank, bought part of the forest land before it was cut over, put up their own mill, and cut only the trees that they could not use for something else. The maple trees were left to grow for sugar and syrup. The walnut and chestnut trees were left for the nuts. The nuts were harvested in the fall and sold at the markets in Bedford and Johnstown.

Nearly every farm had its flock of sheep which were kept for their wool.

The women would spin the wool into yarn and make socks, sweaters, caps and gloves from it. A few of them even made their own woolen cloth to be made into skirts and coats."

"Now, Pa!" chimed in Grandma Costlow. "You'll have the children thinking that Dunlo was a backwoods town."

"Well, it was until the Mountain Coal Company decided to try a coal mine here!" said Grandpa. "When that proved successful about 1890 or 1891, other coal companies decided to try also. Several shafts and slopes were opened in Dunlo, Llanfair, Krayn, which has been called by several other names, and Lloydell."

"Grandpa, what's the difference between a shaft and a slope?" asked Joan.

"A shaft," answered Mr. Costlow, "is a mine that is dug straight down into the earth to the place where the layers or veins of coal are found. The coal is dug loose from the ground, loaded on small cars and brought to the foot of the deep well-like hole. There the coal is brought to the surface in a kind of elevator called a hoist."

A slope is a mine that is dug into a layer of coal that extends out to the side of a hill. Here a tunnel is dug into the coal. Tracks are laid, and after the coal has been loosened and loaded on to cars, it is pulled out of the mine in one of several ways. Modern mines use small electric engines called motors. When the mines were first started, they used mules or ponies to pull the cars."

"But, Grandpa, they don't mine all coal that way any more," said Gene. "Today they just dig off the top layers of clay and stone with a bulldozer and a power shovel. Then they use the shovel to scoop out the coal. I saw them do it that way near Dunlo and Beaverville and on the road between Dunlo and Eureka #42."

"That kind of mining is called strip or open pit mining," replied Mr. Costlow. "It can only be done where the coal is close to the surface of the earth. Coal that is deep inside the earth must still be dug and

hauled to the surface as I told you. Strip mining did not become so very popular until World War II, when great amounts of coal were needed quickly. Since the war it has continued and is one of the reasons why some of our deep mines are not working. One or two power shovels can supply more coal in one day than a dozen men working in the old-fashioned way."

"Is that the only reason why the mines around Dunlo and St. Michael and Beaverdale are not working now?" asked Joan.

"No, another reason is the increased use of oil, gas, and electricity instead of coal for fuel," replied, Grandpa. "It looks as if we will have to either find new use for coal or our miners will have to do like the men who worked in the lumbermill, learn new kinds of work."

"Grandpa, did the town change any when the mines were started?"

"Oh, my! Yes! After the railroad was laid to Dunlo and the mines were opened, the little village became a very bustling place. In 1891 the town was given an official name by the United States Post Office Department. The first three letters of the name Dunlo were taken from the name of the mine superintendent of the Mountain Coal Company. The "lo" came from the word Costlow, the name of the owner of the largest farm in the district, James Costlow.

Many people from other parts of the state moved into the town. Houses were built by the coal companies and the men who worked in the mines were able to rent houses and bring their families here. Many men from Europe came here to work. They needed places to live, so some of the people took in boarders."

"I've heard it said," interrupted Grandma Costlow, "that these houses were nothing but rude shanties made of planks put up on four or five big posts with no foundations under them. They were said to be very cold in winter and hot in summer."

"That was true of many of them," said Grandpa. "You see, they had to be put up in a hurry to give the men somewhere to live. Later they

Stores were operated by the companies and private citizens. Hotels were opened. One of these hotels was operated by Mr. Francis Fox who was one of the early postmasters of Dunlo. His wife and daughter still live in the old hotel (1967)

During these early days there were board walks along the streets and part way up the road toward Salix. A hotel called the 'Mountain House' was built on the side of the hill above the Yellow Run Shaft. Opposite the hotel was a livery stable where horses were kept and rented to anyone who needed them to travel.

At the foot of the hill a group of men built the first electric power plant in the region. This improved the way of life of the people. A few years later the power plant was bought by the Penn Public Electric Company and lines were strung to Krayn and to the mines there."

"Grandpa, didn't the people do anything but work?" asked Joan.

Grandpa Costlow put down his pipe and laughed. "Oh, my! Of course the people had to have some kind of entertainment and relaxation. There were Saturday night square dances in the loft above the livery stable. The women had quilting bees and sewing clubs. The men had their clubs and they all enjoyed the fun and frolic of a wedding. A band was organized. On the 4th. of July and on other holidays parades were often held. A little later the boys and young men organized baseball and football teams. The people in those days played as hard as they worked."

"There is something you seem to have forgotten," said Grandma, "that is the churches and schools."

"No," said Grandpa, "I didn't forget. I just hadn't gotten that far yet. Dunlo has three churches that have been there for quite a number of years. There are the Evangelical United Brethern Church, the Roman Catholic and Greek Catholic Churches. The Roman Catholics originally had their services in the homes of many of their parishioners. Later they used the several halls and auditoriums in the town. Finally, under the guidance

of Father John Gule...

the present church was built in 1903. The E.U.B. Church was organized under the direction of H.A. Duffington in 1892. The Greek Church is a mission of the Greek Church in Beaverdale.

"I'll tell the children about the schools some other day," said Grandpa. "It will take too long and it is getting late. I think we had better be getting home. Come, children."

"Good night, everybody. We'll see you in another week or so," called Grandma, as they all got into the car to go home.

"Grandpa, do all the communities in this district have as interesting a history as Dunlo, St. Michael, and Sidman?" asked Gene, as they passed through Salix on their way home.

"Well, said Grandpa, "I know a little of the history of Eureka #42, but it is not as exciting as that of St. Michael and Dunlo. The land on which the village of Eureka #42 is built was originally owned by two farmers Josiah Daly and Cyrus Horner, who were brothers-in-law. After Berwind-White Coal Company opened the mine in 1908 they needed land on which to build the homes for their workmen and their families. Mr. Daly and Mr. Horner sold their land, including a sawmill owned by Mr. Horner to the Berwind-White Coal Company. In 1910 and 1911 the first houses were built. A store was opened in one of the houses. Later a brick store was erected. About the time the first houses were completed, a wooden school house was built. However, this building burned down in 1928 and was replaced by the present brick building.

Elton is just a farming community grown up. It was called Frogtown at one time because of the great numbers of frogs that could be seen and heard there in the spring. A gristmill was built near the place where the #42 and Krayn and Johnstown roads join. Mr. Weaver, the Dunlo School Principal, lives near the spot. This mill was operated by Jake Sauter. A blacksmith shop operated by a Mr. Shank was standing near the place where the Dravis Lumber Company has their building. Some of the farmers near

Elton raised beef cattle and would drive them cowboy fashion over the trail to Bedford and Baltimore.

Seesetown is just a little hamlet or group of homes, so called because of some early settlers named Seese. I really don't know much about Kraya and Palestine. Maybe some of your friends could tell you something about them."

"Krayn, I believe," said Grandma, "was called Sautertown at one time. It came into being because of the Henrietta mine that was opened there. Several other mines were started in the neighborhood. At one time Krayn was a prosperous little place with its own school and stores. When the mines closed Krayn became a small hamlet."

"What about Salix?" asked Joan.

"Salix is known for a very definite reason," said Grandma. "It was at Salix that the first high school in Adams Township was held. Salix was first known as Farmerville, then Adamsburg. Can you guess why?"

"Oh, sure!" said the twins. "After the early pioneers or some of their families."

"Well," said Grandma, "The same thing happened to Adamsburg that happened to Lovett. When the Star Mail Route was opened from Johnstown, the post office department changed the name from Adamsburg to Salix because there already was one Adamsburg in Pennsylvania.

"Why did they call it Salix?" asked Joan rubbing her eyes to keep them open.

"Quite a few willow trees grew there and Salix is the American way of pronouncing the Indian word for willow."

"What did you say Grandma?" said Gene yawning.

"Grandma will tell you more about Salix and the schools tomorrow," said Grandpa, as the car pulled up to the Costlow house. "Good night, you'll be asleep before I put the car away."

FOREST HILLS SCHOOL DISTRICT

"Why do we write Forest Hills on our school papers, Grandma?" asked Gene as he was doing his homework one evening. "Why don't we just write Beaverdale, Dunlo or South Fork on then?"

"If you had gone to school in 1951 that is what you would have written," said Grandma Costlow. You see at that time Adams Township, Croyle Township, Summerhill Township, South Fork and Summerhill were separate school districts. Since Summerhill had no high school, their high school students were sent to some other district to school. The school board paid a certain amount, called tuition, for their education."

"After some years the Summerhill School Board decided to see if their children could not get a better education from first grade through high school if they would join with another district for school purposes. Adams Township seemed to give the best advantages at the time. In 1952 the two districts signed an agreement by which the children of the two districts shared the advantages of art, music, special courses, a school doctor, nurse etc."

"In 1957 South Fork, Croyle Township and Summerhill Township joined together and formed the Triangle School District for much the same reasons."

"What about Wilmore? You haven't mentioned it," said Gene.

"In the beginning," said Grandma, "Wilmore had several one room schools. Then they were combined into one building. However, even though Wilmore was a borough it was such a small school district the people were unable to give the children the kind of education they wanted them to have. About 1937 they asked the Legislature in Harrisburg to allow them to become part of Summerhill Township School District. The permission was given. For a few years there were two high schools, one in Wilmore and one in Beaverdale. In September 1954 all the high school classes were held in Beaverdale. The first joint class graduated in 1955."

"Were the High Schools always big?" asked Joan.

"No, said Grandma. "The first high school in the district was in South Fork. It was in existence in 1905. Students came there from Portage, Beaverdale, Dunlo, Wilmore and other places where passenger trains stopped."

"Another high school in the district was the private school known as the Salix Academy. In 1911 it had a graduating class of one, Miss Rose Murphy. This school was built by a group of people from the vicinity of Salix who thought everyone should have a change at a better education if they wanted it. The original building was built where the Salix School is today. It contained 4 classrooms, a library and an auditorium. The grounds around it were used by the students to play games and run races. Many people from the nearby towns came to the Academy to go to school. In 1911 Adams Township School District decided it would like to have a high school for all its students and obtained possession of the building. Later the high school was moved to Sidman. It has had two additions put to the building since 1938. The Senior High students of Forest Hills Schools attend classes in this building today.

"Did boys and girls always travel by bus?" asked Gene as the practice bus left off a neighbor boy who played football.

"Many years ago," said Grandma, " children walked to school. Some rode in wagons, and some like those going to South Fork High School traveled on the train. I believe some of the fourth grade readers "Let's Look Around" and "Singing Wheels" Have very good stories about early pioneer schools. At first the schools in the Forest Hills District were just like that one-room schools with round coal stoves, benches and tables. During the last 60 or 70 years, however, they have changed. First children from several one room schools were put into larger 4 to 8 room buildings. Later the population of some of the towns became so much larger that larger schools yet, were built. It was impossible to get enough money to keep all the buildings in operation so the one-room buildings were closed and the children

were taken to larger schools by bus.

This was even better for the children because now there would be only one grade in a room and the teacher would have more time to spend with each child."

"How did all these school districts happen to join together?" asked Gene.

"About ten years ago," said Grandpa Costlow who had just come from the barn; a group of men appointed by the governor, together with the Legislature decided that boys and girls would benefit more in many ways if the school districts were larger still. So after several years and much discussion and planning Adams-Summerhill, and Triangle Area schools were told to join forces by the state. This jointure went into effect - July 1, 1966 and since then has been called the Forest Hills School District."

"Why was the name Forest Hills chosen?" asked Joan. "Who selected the name?"

Grandpa thought for a moment then he said: "I believe that the school boards had a hard time selecting a name for the new district so they asked the high school students from both high schools for help. Names were suggested by the students and then a committee of student council members of the two high schools selected 5 of the many, many names suggested. All the high school students then voted for the name they thought was the best. Forest Hills was chosen by the great majority."

"I think it is a good name," said Gene since most of our communities began because of the forests or something related to them.

"And it certainly is hilly," commented Joan.

"Of course," added Grandpa the name had to be approved by both the school board and the state before it became official. This was done and that is the reason you write Forest Hills on your papers."

SUMMERHILL BOROUGH

"Don't forget you promised to tell us more about Summerhill," said Gene as he sat down to breakfast the next morning. "When you told us about the Forest Hills Schools you said Summerhill was once a district by itself."

"That's correct," said Grandfather. "It is a borough or town that has a council to make its laws. In fact Summerhill is almost as old as Cambria County. In 1810 two brothers named Joseph and David Somers decided to build a town. They bought some land from two of the pioneer families, the Stinemans and the Griffiths. They hired a surveyor named William McConnell to plan and map the lots and streets. At first the town was named Somerhill but as time went on the spelling was changed to Summerhill."

Grandma began to chuckle. "I remember my mother telling a story about a Mr. Chapman who wrote a history of the Conemaugh Valley. He once said to a friend, 'Summerhill should be called Winter Hollow. It is so cold there and the snow gets so deep you can't climb the hill.'"

Everyone had a laugh over this joke. Then Joan asked, "Were the Stinemans and the Griffiths the first settlers in this part of Cambria County, Grandpa?"

"No," replied Grandpa, "but they were two of the early pioneer families. About the time the Adams family was making its trip to Fort Bedford for protection from Indian raids, a man named Thomas Croyle and his family were returning from Fort Bedford. These people had cleared land and built a log house. On three different occasions the Croyles had gone to Fort Bedford and returned to their farm, thinking the raids were over. Each time they found the Indians had burned their cabin and destroyed their property.

At last Mr. Croyle decided he had had enough of running from the Indians. He and other members of his family built a stone house with windows on only two sides. The south side of the house and the one facing the hill and creek had no windows. The other two sides faced level land and could be easily protected. This house is still standing. It is the old house on the left as you enter Summerhill on Route 53.

"Were there really Indians around Summerhill?" asked Gene.

"Yes," replied Grandpa, filling his pipe and preparing to go out to the barn to care for the animals. "Arrowheads and Indian tools have been found on farms near the town. On McCall's farm near the top of the hill north of Summerhill is a grave that legend tells marks the burial place of some Indian brave. It is marked with a stone on which is carved a snake and a bird."

"What happened to the Croyle family?" asked Joan, as she helped Brandon clear the table.

"Well, it seems as if after Mr. Croyle built the stone house the Indians gave up trying to drive him away. He claimed a large part of the land that is now Croyle Township and began to cut out the lumber. He built himself a gristmill to grind his grain. When other farmers found out about it, they brought their grain there to be ground. In this way Mr. Croyle's Mill became the center of activity for the growing communities along the Little Canebaugh River. This mill was later owned and operated by a Mr. Sipe. You can see the remains of this building, although it is almost falling down, along Route 53 near Summerhill."

"Grandpa, someone said at school the other day that an old stage road used to pass through Summerhill. Is that true?" questioned Gene.

"Yes, that is true," replied Grandpa, "and with the coming of the stagecoach an inn was built along the road which is now Route 53. It was called 'The Half-Way House' because it was half way between Johnstown and Cresson. Travelers would stop there for meals or for a night's rest before continuing their journey. The old house was standing until a few years ago. The Andrew Urda family lives there now in a house that has recently been built.

A few years after the stage road was built a group of men from Pittsburgh and Philadelphia decided to build a railroad across the mountains to carry passengers and freight. Summerhill already had a lumbermill, a grist mill

and an inn, so it became the center of population. Trading posts were set up and in a short time these became general stores. Farmers brought loads of logs or farm products such as meat, grain, butter, eggs and vegetables to the store. Here they were traded for cloth, metal goods, and other necessities. The first general store was operated by James Plummer."

"You know children," Grandma said, smiling. "There was once a factory in Summerhill. In fact, there was two of them--a furniture factory owned by a Mr. John Brown, and a shook factory."

"A what?" said Joan and Gene together in surprise. "A shook factory! What in the world is that?"

Grandpa laughed. "I forgot about that," he said. "A shook factory is a place where the staves or wooden side pieces of barrels are made. A Mr. Cooper, whose name, by the way, means a barrel maker, took the oak logs that were brought in by the farmers, and gave them other things in return. These logs were cut and shaped into staves of various sizes and either made into barrels, buckets and tubs in Summerhill or shipped to Philadelphia over the new railroad. His mill became the second general store in Summerhill. The furniture factory was built by John Brown near the spot where the present public school is situated. At one time he had about sixty men working for him. As more men came into the district to work, they brought their families with them. More families meant more food was needed as well as more furniture. This made more work for the farmers and furniture factory. As more things were made they could be sold to other communities. This made more work for the railroad."

"Of course, they needed a blacksmith shop," said Gene, "if they had a stage stop and farm horses and other horses that came to town. Who had the first blacksmith shop, Grandpa?"

"I believe it was a man named Garner Seaman," said Grandpa. "As far as I know it was just about where the Honor Roll is now standing."

"In the story of Summerhill you must not forget the schools and churches," said Grandpa. "Summerhill has had three different school buildings. The first one was built along Route 53 where James Skelly now lives. Later a four-room building was erected where John McCall has his home. In 1934 the present school was built. The churches that serve the community have been here quite a while. The Union Church on Madison Street, the Lutheran Church on Bridge Hill and the Catholic Church have all had their part in making Summerhill a good place in which to live."

"Grandpa, do you think there might be other interesting things to tell about Communities in Forest Hills School District," asked Joan, as she gathered her books together for school. "I'd like to know more about them if there is more to tell."

"I'm sure there are many, many more things to be told about our districts. Why don't you ask your friends if they know something else?" said Grandpa Costlow, as he walked to the gate with the twins.

"That's a good idea," commented Gene, as the bus came to a stop at the gate. "Good-by Grandpa, we'll tell you what we find out when we get home tonight." The twins rode off in the big orange bus to school.

SOUTH FORK

"Grandpa we found out quite a few things today, about the other places in our school district," announced Gene as the twins sat down to supper that evening.

"Yes we did," agreed Joan. "Did you know there are two other boroughs besides Summerhill in our district; South Fork and Wilmore? Our teacher told us some of the facts about South Fork today. Tomorrow we will hear about Wilmore and on Friday we will talk about the other parts of our district."

"Local history tells quite a few reasons for our section of Cambria County being important doesn't it?" commented Grandma with a twinkle in her eye. "Well tell us some of the things you learned today, maybe we can tell you other things of interest."

"Well Grandma, it seems that South Fork had a first family too, the same as Adams Township and Summerhill. In fact the man who is thought to have made the first settlement in what is now South Fork was the grandson of Thomas Croyle. George Stineman who built the first house was the son of Mary Croyle. He had been a soldier in the Civil War and when he came home he decided to build himself a house. He and his brother Jacob went scouting around and found a suitable place to build. The spot was surrounded by a forest of wild cherry and ash trees. They started a lumber mill and soon had a clearing for a farm. The lumber was sent over the railroad to the cities where it was used for many things."

Mr. Stineman besides being a farmer and lumberman was also a storekeeper and a banker. The Stineman family was to South Fork what the Adams family was to Adams Township.

"George Stineman seemed to do a lot of things," chimed in Gene. "He and his brother together with several other men formed a company called the South Fork Coal and Iron Company. They started a slope mine sometime around 1868 or 1869. This was said to be one of the oldest and most productive slopes in this area."

"Yes, added Grandpa and he was also one of the men who saw great value in our natural resources."

Joan had been looking over some notes she took in school. "Another product of the South Fork area before 1900 was fire clay. What was fire clay used for Grandpa?"

"Fire clay is a special kind of clay used to make bricks that are used to line stoves and furnaces. This was especially important because the steel mills in Johnstown used huge amounts of the clay and bricks to line their blast furnaces. I believe I read somewhere that the fireclay mine was owned by J.H.Wicks. He shipped his clay to Johnstown over the railroads."

"A nationally known company the Atlas Fire Brick Company was in operation in South Fork for some years. The bricks and stove linings made there were used all over the country." continued Joan from her notes.

"After the Johnstown Flood, during which the lower end of South Fork was destroyed," said Gene, taking his turn in the conversation, the Berwind-White Coal Company came into the Windber and St. Michael area. The Pennsylvania Railroad decided to lay branch tracks to Windber. A little later they added the tracks to Beaverdale and Dunlo. This helped develop the mining and lumber industries in these places."

"I can remember," said Grandma "when a trip from one of these towns to Johnstown was an adventure. South Fork was a railroad center with its own round house, marsheling yards and freight and passenger stations. The passengers and freight from branch stations were transferred to trains on the main line at South Fork for the trip to Pittsburgh or Philadelphia. Hundreds of people were employed by the railroad, keeping the tracks and locomotives in repair, selling tickets and all the other jobs necessary for keeping trains running on schedule."

"What's a round house? What's a marsheling yard? Are there any of these in use in South Fork today?" The twins asked questions so quickly that Grandma couldn't answer one before the next one was asked.

"Let's answer the last one first," said Grandma. The marsheling yards are still in use. However the round house has long since been abandoned. The only visible reminder of that part of the terminal is a large round tank that was at one time filled with water for use in the steam locomotives. Its use has been discontinued since Diesel power has been used."

"Now to answer the other questions. A round house is a large semi-circular building with a series of tracks laid out like the spokes of a wheel. Engines are driven onto the tracks from the main tracks for inspection and repair. The building gets its name from its shape. Many locomotives can be made ready for their next trip, in a large round house. Locomotives are now repaired in Altoona."

"Marsheling yards are places where many tracks are placed side by side. Freight cars are shifted to these tracks according to the place they are going. When a sufficient number have been assembled going in one direction to make up a train, an engine is attached and the cars start off for their destination. The South Fork yards are still in use."

Grandpa had been quietly listening to the conversation and eating his apple pie. Finally he broke into the conversation. "Twins don't you think you should finish your supper. Then if you have more things to tell us or more questions to ask we can take care of it while the dishes are being washed. Grandma has worked hard today and would like to get a little rest."

The twins quickly finished eating and were soon helping Grandma clear away the dishes.

"Grandma do you know any thing else about South Fork?" asked Gene.

"Oh I know a few more things but I don't know how important they are. I know at one time there were 5 hotels there taking care of the workers in the area, and visitors to the town. There was a street car line from Johnstown to South Fork in the early 1900's. However because of the many accidents that occurred, its use was discontinued. At one time South Fork had its own newspaper and light company. After the mines were opened and

the railroad was built many people from other countries came to the area to live and work. It became a borough in 1887. There is even a nationally known factory in the South Fork Area at the present time. The Stinnerman Trophy Company. It makes prizes and ribbons for all kinds of events from local track meets to the great livestock shows in Chicago.

"Grandma, I think history is one of the most interesting subjects in school," said Joan as she put away the silverware. Its just like one big adventure story."

"That's exactly what it is," said Grandma. "Not just one, but millions of exciting stories of how people lived, worked and governed themselves since the beginning of time."

WILMORE

The twins did not hear about Wilmore the next day. There was so much discussion about the information that the children brought in concerning South Fork and the railroad that the story of Wilmore was put off for several days.

At last one evening when the children's bus stopped at the gate and Joan and Gene dashed around the house in such a hurry; Grandpa Costlow knew that the family was in for another evening of history.

"Grandpa, Grandpa what is a slave? Did you know that the first people to settle in Wilmore were a negro slave and his white wife? We thought that slavery didn't happen in the United States anymore," gasped the twins together as they sat down on the back steps all out of breath.

"A slave," replied Grandpa, "is any person, negro or white or of any race, who is compelled to work for another person, without wages against his will. Slavery is an old, old custom dating back to the times when the world was young. At first slaves were prisoners of war of all races. As time went on and fewer prisoners were taken, hard-hearted, money-mad men would capture natives in the jungles of Africa and sell them like so many animals to anyone in need of laborers. These people, men, women and children were then forced to work for the man who owned them for the rest of their lives."

"What a cruel thing to do," said Joan. "I'm glad that we don't have slavery in our country anymore."

"It has been over a hundred years since slavery was forbidden in the United States as a result of the Civil War," said Grandpa.

Gene had been looking through his book and finally came across a slip of paper on which he had written some notes.

"Our teacher told us that Godfrey Wilmore and his wife came to this area just after the Revolutionary War sometime in the 1790's. Now how could he do that if he was a slave? Did his master send him?"

"Well Gene," continued Grandpa, "Mr. Wilmore had been a slave and his wife had been a bond servant in the service of a very fair-minded white man near Baltimore, Maryland. A story told to me when I was a little boy by one of the relatives of the Wilmores says that Mr. Wilmore had saved the life of a child of his master. In appreciation he was given his freedom and all the things necessary to start a farm of his own. However, Mr. Wilmore, according to the story stayed in the neighborhood of Baltimore for several years until he had earned enough to buy the freedom of Mary Higgins, the white girl who became his wife. They then left Maryland came overland to what is now Wilmore and staked a claim in much the same way all pioneers did. However, remember this is just a legend."

"Pa, I don't believe the children know what a bond servant is," said Grandma who was standing at the kitchen door listening.

"A bond servant was a person who owed a large amount of money and agreed to work without wages for a certain number of years until the debt was paid. Most of these people were those who wanted to come to America but did not have enough money to pay their way. The ships captain would bring them over and then turn them over to the person who paid their passage. An agreement was reached between the bond servant and the person who paid for his passage as to the kind of work and length of time they would have to serve. At the end of this time they were free to leave and start a life of their own. It is probable that Mrs. Wilmore was such a person."

"What else do you know about Wilmore?" asked Joan.

"Well I know that shortly after the Wilmores came here many more settlers arrived in the district. The Settlemeyers, Butlers, Beilers, McGoughs to name a few. Their chief occupation seemed to be farming and lumbering. Their farms were scattered out over what is now Summerhill and Croyle Townships.

"Why did so many people come to this area Grandpa?"

"Of course we have already mentioned the farming and lumbering, but even more important was the location of the roads and trails in this vicinity.

Towns and villages usually begin at a place where two routes of transportation meet. Even back in early times in (1788 to be exact) a road called the Galbraith Road crossed the mountains between what later became Ebensburg and Wilmore. Later huge slabs of wood and small trees were placed across the road to pave it. It was called the Old Plank Road by the settlers."

"That would be a kind of a corduroy road wouldn't it Grandpa?" asked Gene.

"Yes, Gene and this road continued on south to meet the Frankstown Road in the vicinity of Grange Building and the Junior High School. It was the first main north-south route in this part of Pennsylvania."

"For quite a number of years," he continued, "Wilmore was just a settlement where trade was carried on between local farmers and travelers to the east and west. However in the 1830's when the Portage Railroad came into being, Wilmore began to grow. Many of the men working on the level stretch between plane #1 and plane #2 at Portage lived there. After the work was done some of them stayed on to build their own homes here or serve as lumber-packs in the nearby forests. Huge amounts of wood was needed for fuel for the engines so there was plenty of work to be had.

Grandpa got up from the steps where he had been sitting and sent off toward the barn to start the chores. Grandma came out and sat down in her favorite rocking chair to continue the story where Grandpa had left off.

"Did you know, she began, "that Wilmore, like several other places in the Forest Hills District, had several names before it became Wilmore? It was first called Guineatown by the Irish railroad workers. Father Gallitzin, a Catholic priest who often visited the town, suggested that it be called Jefferson in honor of Thomas Jefferson one of our presidents. However, in 1832 the United States Postoffice Department officially called it Wilmore in honor of the early settlers and Wilmore it has remained ever since.

"Who was Father Gallitzin?" asked Joan.

Father Gallitzin was a Russian prince named Demetrius who came to America in 1792 to spend several years in travel. When he saw how few missionaries there were in the vast forest regions of Pennsylvania he decided to become a priest and serve as a minister to the great number of people in this section. He made his headquarters in a log cabin in the place where St. Francis College is built. Other settlers came there and called their little town Loretto. In going from one settlement to another in this area he often stayed at the homes of the settlers and had Sunday church services there. He was a frequent visitor at the home of the Wilmore family. He is well known through out United States history as the Prince-Priest of the Alleghenies.

"Did he build the first church in Wilmore Grandma?" asked Gene.

"No the first church in Wilmore was the Evangelical United Brethern Church built in 1830. The church sponsored by Father Gallitzin and the Catholics, known as St. Bartholomew's was started in 1837. Several other religions have also had churches in Wilmore at various times."

"Were there any factories ever built in Wilmore?" asked Gene.

"Yes, a cradle factory and a cap factory. The cradle factory was owned and operated by B.C.J. McGuire. Mr. McGuire was the father of Mr. Ed. McGuire who used to be the principal of the Beaverdale schools and who is now one of the assistant county superintendants of Cambria County Schools. I do not know who owned the cap factory."

"There must have been a lot of babies in Cambria County for it to have its own cradle factory," said Joan.

How Grandma laughed! She laughed till the tears ran down her cheeks. "He didn't make cradles for baby beds Joan! He made a type of reaping machine for cutting and gathering grain so it could be tied easily into bundles."

"I guess I did sound silly, didn't I?" said Joan bashfully.

"Were there any famous people lived in Wilmore Grandma?" asked Gene.

None that were nationally known but several, John McCormick, a writer

of history of Cambria County; John Kephart, a former chief justice in the state Supreme Court, and Joseph Kerbey, a writer of stories, are well known in Pennsylvania history. Mr. Kerbey was a Civil War veteran and wrote stories about his adventures. Some of them were The Boy Spy; On The Warpath and The Land of Promise. He was also the representative of the United States at Amazonia in Brazil, South America."

"Grandma, tell us more about Summerhill Township," said Joan.

"Not tonight," said Grandma. "There is too much to do. I'll tell you more some other time."

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SUMMERHILL AND CROYLE TOWNSHIP

The twins did not have to wait long to find out more about Summerhill and Croyle Township. When they arrived at school the next morning Miss Rhodes, their teacher asked them to help put pictures on the bulletin board. As they worked they asked questions about their favorite topic, Forest Hills School District.

"Miss Rhodes, what else can you tell us about how Summerhill and Croyle Townships began?" asked Joan.

"You already know quite a lot about them and their beginnings. When we discussed Summerhill and Wilmore you learned who the first settlers were and what the land was like. You also learned about the industries that started there. Summerhill Township was the first new township to be made in Cambria County. It was created in 1810."

"But what about Beaverdale, Lloydell, Ruthford, New Germany and Ehrenfeld? How did these villages begin?", asked Gene.

"New Germany and Ehrenfeld are villages in Croyle Township. New Germany is a farming community that is also the site of some lumbering operations. It began when German and Irish immigrants came to the area to work on the Portage Railroad. They liked the land and decided to settle here. Many of the boys and girls from the area can probably tell more about these early settlers."

"Ehrenfeld began as a company town when mines were opened there. It still depends on the mines for its existence."

"Beaverdale like Dunlo had its early start as a lumbering and trapping center. Several large saw mills were located along Beaver Run Creek. Trapping beavers along the streams was a major occupation. However as the forests were cut and the beavers trapped, both lumbering and trapping disappeared. About 1895 enough people were making their homes in the region to give it a name. What could have been a better name than Beaverdale?"

"The same year, 1895, the Mountain Coal Company opened a mine near what is now Lloydell. The name Lloydell came from the first names of Lloyd and Ellen Huff, two of the early settlers. (Lloyd and Ell, the first 3 letters of Mrs. Huff's name.) Lloydell was a typical mining community with company houses, company store and all."

"In the next few years many other mines were opened in the vicinity of these two settlements. This brought more people. More people required more homes and supplies. Much of the cleared forest land was new turned into farms to supply feed for the people living in the villages. Many farmers planted fruit and nut orchards. A farmer who had a grove of maple trees turned these into earnings by making syrup and maple sugar. Things were very prosperous for a while."

Ruthford was originally a mining hamlet known as Allendale. However as happened with several other communities the United States postoffice department changed the name to Ruthford."

"Who were some of the people who owned the mines?", asked Gene.

"One of the first was a small mine owned and operated by John Michaels. The coal from this mine was used mostly for the heating of homes. Other men opened mines on their properties. Later after the Pennsylvania Railroad bought Webb's Tram Line and opened the branch as far as Lloydell, coal could be shipped to city markets. The local mine owners formed a coal company called the Elton Coal Company. The Logan Coal Company owned mines in both Beaverdale and Dunlo. Mr. A.R. Burkett opened a mine in Onnalinda called the Briarhill Mine. Over a period of years other companies tried to operate mines in the neighborhood but like these in St. Michael and Dunlo, they were forced to close because of lack of orders and the great expense of operating a mine."

Just then the bell rang for classes to begin and the twins' special history class came to an end.

"I'll bet there are more things we could learn if we had the time," whispered Joan as she took her seat.

"We could never learn all there is to know," whispered back Gene as he sat down in front of Joan and prepared for the days classes.

GOOD-BY TO THE TWINS

That evening when the bus pulled to a stop at the Costlow gate, Gene caught sight of a station wagon in the driveway.

"Dad's home! Dad's home!" he yelled as he dashed down the walk and around the house. Jean hurried after him too delighted to say anything.

Dad and Mother were just as delighted to see the twins. It had been a long four months for the whole family.

"Well," said the twins father, "How much trouble did you give Grandpa and Grandma while we were gone? I hope not too much."

"The biggest trouble we caused," said Joan, "was we asked too many questions."

Grandma laughed. "As long as we were able to answer them it was all right. We certainly got an education in local history."

Grandpa went on to explain what Grandma and Joan were talking about, "I'm afraid we haven't quite finished though," he said. You see, I imagine the next thing the twins will want to know about is how Cambria County got started and the important things that happened here and then on to the history of Pennsylvania.

The history of Pennsylvania will have to wait till we get home," said Father. But here is something I picked up as I came through Ebensburg. It should answer all the twins questions about Cambria County. He took a small folder from his pocket on which were pictures of historic sites in Cambria County, and a short history of it.

The twins spread it out on the porch floor between them and this is what they read:

Cambria County was created by the Pennsylvania legislature March 26, 1804. Parts of Somerset and Huntingdon Counties and a small bit of Bedford County were joined together to make Cambria County. Ebensburg was chosen as the County Seat.

Ebensburg had been settled by a small group of people from the country of Wales. (Cambria is Wales in the Welsh language.)

The leader of the group was Rev. Rees Lloyd. There is some argument over the reason for the name Ebensburg. Some historians say it was named for Rev. Mr. Lloyd's son, Even. Others say it was named for a Welsh town Ebenezer.

Other early settlements in northern Cambria County were Beulah, Hart's Sleeping Place and Loretto. These places were settled by people from eastern Pennsylvania and many different countries in Europe.

Johnstown, Cambria Counties only city, was settled and planned by a Swiss settler names Joseph Shantz, later known as Joseph Johns. The plan for the town was filed November 4, 1800. It became an iron and steel center, and became known all over the world after the flood of 1889.

Many people from Cambria County are well known in Pennsylvania history. The best known however is Robert Peary, the man who discovered the North Pole. He was born at Cresson in an old log house at the junction of Route 22 and the Loretta road. The house burned down a few years ago but a fitting memorial has been placed there.

More information can be obtained on Cambria County by writing to the Cambria County Historical Society, Ebensburg, Pa.

"Daddy, may we take this to school tomorrow?", asked Joan.

"I'm afraid not," said Father. "You see we will be starting for home early in the morning. However, I am sure you will enjoy your trip home because we will stop to see some of the things you have been talking about in your class and some that you have seen in this folder. Come now, let's help Mother pack your things so we can get an early start."

"Gee, Grandpa, I wish we didn't have to leave just yet," said Gene the next morning. But then I guess we'll be able to tell our classmates back home some things about western Pennsylvania that they don't know."

"Do you know Grandma," said Joan as she kissed her good-by, we have had a wonderful time and learned a lot of history. We'll tell you everything we learn about the rest of Pennsylvania when we see you at Christmas."

"We're glad you enjoyed your stay" said Grandma and Grandpa.

"Good By now and see you soon."

GENERAL OUTLINE

- I. How history began
 - A. What history is
 - B. How we know what happened long ago
 - C. How we know what things happened in our own locality
 - D. Differences between legend-tradition-historic fact and fiction
- II. Early humans in our area
 - A. Indians
 - 1. How they got here
 - 2. How they lived
 - 3. Where they lived
 - 4. How we know
 - 5. Indian names we still use
 - B. Early settlers
 - 1. Adams family
 - 2. Croyles
 - 3. Joseph Johns
 - 4. Godfrey Wilmore
 - 5. Somers family
- III. Communities and how they grew
 - A. Adams Township
 - 1. Dunlo
 - 2. Elton
 - 3. Eureka #42
 - 4. Salix
 - 5. Sidman
 - 6. St. Michael
 - 7. Summerhill
 - 8. Other small communities

B. Summerhill Township

1. Beaverdale
2. Lloydell
3. Ruthford

C. Croyle Townships

1. New Germany
2. Ehrenfeld

D. South Fork Borough

E. Wilmore Borough

IV. Forest Hills place in history

A Allegheny Railroad

B. Canal System

C. South Fork Dam

D. Industries

1. In olden days
2. At present time

V. Forest Hills as part of Cambria County

A. Whole of Cambria County

1. When created
2. By whom
3. Early settlers
 - a. Welsh at Ebensburg
 - b. Joseph Johns

B. Important people

1. Joseph Johns
2. Father Gallitzin
3. Charles Schwab
4. Robert Perry

C. Important Places then and now

1. Ebensburg
2. Cresson
3. Johnstown
4. Wilmore
5. Loretta

D. Important industries

1. Steel making
2. Coal mining
3. Farming
4. Lumbering
5. Clothing
6. Other manufacturing

VI. Cambria County as part of our state

A. Pennsylvania settled

1. By whom
2. Reason
3. Colony of England
4. Other peoples who came here

B. Pennsylvania as a state

1. Size, shape and physical features (Map studies)

2. Place in American History

- a. Declaration of Independence
- b. Constitution
- c. Liberty Bell
- d. Valley Forge
- e. War of 1812

1. Lake Erie

2. Western Pa.

f. Pittsburgh

1. Washington at Ft. Duquesne
2. Fort Pitt
3. Braddock's defeat

g. Gettysburg

3. Famous Pennsylvanians.

(Some of these will, of necessity, be research items for more able students.)

MATERIALS TO USE

1. Story
2. Your Pennsylvania
3. Pennsylvania Primer
4. Indians of Pennsylvania
5. Pennsylvania's A B C
6. All about Pennsylvania
7. All Encyclopedias
8. Indian Captive by Lois Lenski
9. Wall Map about Indians
10. Pamphlets prepared by Pennsylvania Historical Society

All of the above except #7 are available in each 4th Grade in the district.